

Captain John A. Curtis

The undersigned have read with interest the platform of Captain John A. Curtis, a candidate for nomination to the House of Delegates from the city of Richmond at the approaching primary, August 5, and cordially commend him to the support and suffrages of his fellow-citizens. The fifth clause of his platform covers the subject of the State navigation laws, the importance of which to this community cannot be easily overestimated. A thorough comprehension of this subject can be obtained only after a prolonged acquaintance with its practical features, and to these Captain Curtis has devoted a large part of his life. The seventh clause of his platform relates to the legislation necessary to the proper development of the oyster industry of the State, which is of great interest, not only to Tidewater, but of all Virginia. For the greater part, if not the whole, of his life, Captain Curtis has resided at or near the seat of the oyster industry of the State, and has acquired at first hand an acquaintance with the conditions which especially qualifies him to legislate in regard to its upbuilding and extension. We believe that if elected to the House of Delegates, his special qualification in these particulars will be promptly recognized, and that he will, by reason of his acknowledged clearness of thought and readiness and force of expression, become a most valuable member of the Legislature, and will render effective service to his State and community.

GEORGE BRYAN,
L. M. WILLIAMS,
R. S. TUCKER,
JOHN M. MILLER, JR.,
HENRY W. WOOD,
O. H. FUNSTEN,
LEWIS D. CRENSHAW, JR.,
JOHN C. FREEMAN,
L. Z. MORRIS.

H. R. POLLARD, JR.,
J. B. WOOD,
NEIL D. SILLS,
WARNER MOORE,
R. L. PETERS,
LEWIS C. WILLIAMS,
JOHN H. FRISCHKORN,
CHARLES W. HARDWICKE,
E. H. FERGUSSON.

INCREASE REVENUE BY RIGID ECONOMY

Annual Statement of Norfolk and Western Shows Net Earning Profit.

Rigid economy rather than a rush of business apparently accounts for the increase shown by the annual statement of the Norfolk and Western Railway, issued yesterday by Comptroller Joseph W. Cox. The total earnings of the road have increased, for the year ending June 30, but 1 per cent, while sharp pruning of the expenses of conducting transportation has reduced the net earnings by 6 per cent. The net earnings of the road for the year were \$11,597,345.23, as compared with \$10,197,532.25 last year, an increase of \$1,399,813.98, or 14 per cent. The number of miles in operation has increased during the year 44 miles, to a total of 1,925.

Passenger, mail and express earnings for the year amounted to \$4,445,781.18, a decrease from the previous year of \$352,496.41, or 7 per cent. Freight earnings, on the other hand, amounted to \$4,881,320.48, an increase over the previous year of \$17,830.92, or 3 per cent.

The total earnings amounted to \$29,327,101.66, as compared with \$28,962,217.16 last year, an increase of \$364,884.51, or 1 per cent.

Operating expenses of all classes reached a total of \$17,729,754.43, as compared with \$18,764,115.90, a decrease of \$1,034,361.47, or 6 per cent. Maintenance of way and structures showed a decrease in expense of \$52,826.92; maintenance of equipment, an increase of \$5,186.04; traffic expenses, an increase of \$11,527.85, while the item of conducting transportation shows a decrease of \$977,254.22, and the general expenses a decrease of \$25,573.35.

Deducting fixed charges and taxes amounting to \$5,322,885.56, the surplus for the year is \$14,250,571.90, or 51 per cent, as compared with \$14,940,422.25 last year, an increase of \$1,275,355.32, or 8 per cent. The proportion of expenses to gross earnings is placed at 60 per cent, while last year the proportion was 65 per cent.

The statement for the month of June, 1909, was also issued yesterday, showing an increased business all along the line over the corresponding period of the previous year. Passenger, mail and express earnings increased from \$336,168.60 in June, 1908, to \$316,248.60 last year, an increase of \$19,919.00, or 5 1/2 per cent. Freight earnings increased from \$1,315,067.71 in June, 1908, to \$2,020,106.78, an increase of \$705,039.07, or 23 per cent. The total earnings were \$2,745,456.47, as compared with \$2,151,236.31 an increase of \$594,214.16, or 28 per cent.

FOUND DEAD ON PARLOR FLOOR

Unlighted Gas Jet Ends Life of James Alexander Bagby.

Stretched prone on the floor of his front parlor, James Alexander Bagby, of 909 West Marshall Street, was found dead by his brother, Brandt Bagby, at 8:30 o'clock yesterday morning. The room was filled with the fumes of gas, and a burnt match and another, which had not been used, were found near the body told the story. It is believed that he attempted to light the gas and fell to the floor before the flame had reached the jet. The other match was evidently dropped, and it may have been that he was searching for it on the floor when he sank down, unable to rise again. None of his friends or his relatives believe that it was a case of suicide, for he had never been heard to say that he intended taking his life, and there had been nothing which would lead him to such an act. The last seen of the dead man was on Fourth Street at 7 o'clock Saturday evening. It is not known what time he reached home. When a brother and a friend called yesterday morning to accompany him to a Bible class they were not able to open the door, and they entered the bedroom through the window of a bedroom which adjoins in the rear. Bagby had evidently been dead for some time. He was in the house alone, for all the members of the family are out of town for the summer, and he had decided that an inquest was unnecessary. Bagby was a teamster by occupation. He was thirty-two years old. He leaves a wife and family.

ROAD MISSION IS BEARING FRUIT

Highway Movement Gaining Impetus as Reports from Progressive Sections Come In.

Alexandria is aroused. The national highway plan was Saturday night unanimously endorsed by the Alexandria Post of the Travelers' Protective Association, especially the part of the plan which calls for a good road between that city and Washington. Resolutions were adopted expressing complete approval of the project set on foot by The Washington Post and The Times-Dispatch, and instructing the good roads committee of the association to co-operate heartily with other parties interested.

The chairman of the committee appointed to boost the national highway is J. Clinton Smoot, member of the board of directors of the Alexandria and Sperryville, and in Wilkesboro, N. C. He is a thorough good roads enthusiast.

President Julian Y. Williams, of the Alexandria Post of the T. P. A., in his address to the meeting, called attention to the fact that the T. P. A. has national, State, and local committees to originate and follow up good roads movements throughout the United States. He declared that the attainment of good roads was a matter of the highest importance not only to the members individually, but also to the association collectively.

A quiet campaign in behalf of the highway is being carried on by the members of the Good Roads Association. They have been buttonholing and interviewing the manufacturers in Alexandria county with reference to the project, and from all sides there are reports of decided success. The supervisors of Alexandria county are now having a macadam road constructed from the Potomac freight yard to the corporate limit of Alexandria, and it is expected that the municipal authorities will order the extension of the improvements to the roadway on North Washington Street, to connect with this road at the city line.

The Washington Post has received a letter from Charles H. Hoyt, acting chief engineer of the office of public roads, under the United States Department of Agriculture. In answer to an application for the services of an engineer to make a preliminary survey estimate of the cost of a highway between Washington and Alexandria. The letter states that an engineer will be assigned for the purpose of making the estimate and giving expert advice. He will also attend the mammoth good roads rally on August 12.

DR. TAYLOR MAKES DARK EARTHQUAKE PROPHECY

Sage of Richmond Hints of Subterranean Rumbles and Cataclysms—Quakes Are Quite Possible, He Says, Though, Perhaps, Not Imminent.

That Richmond may expect to be visited by an earthquake is the prophecy of Dr. William H. Taylor, sage and seer, said to know more of the dark mysteries of ming and nature than any other man in Richmond, and who, in his little den, amid strange fumes, stranger sounds, and faint, flickering lights, has delved deeper into the black art and the secrets of the future than many a necromancer of ancient days.

The mystic physician and philosopher was reminiscence yesterday, and recalled the days of the Charleston earthquake, the shocks of which were felt from shore to shore, and then referred to the Messina tragedy, the more recent quakes, and the terrible shocks in Mexico. Between Mountain and Sea. "It should not be surprised if Richmond were to be visited by another quake, and if it is such a one as is now making the rounds of subterranean passages, it would leave a story of death and ruin before which the days of the evacuation would pale into insignificance," he said. "You will notice that earthquakes are more frequent near the seashore and near mountain ranges. Richmond is within the zone of the Blue Ridge and the Alleghany Mountains, and the city is also located near the sea. And everybody knows that the Atlantic seaboard is sinking. This means that there is some gigantic revolution of nature in the making, and that it may mean one of these days that some tremendous piece of rock strata will be displaced, or that gases in some subterranean cavern may explode, and then—well, then our skyscrapers will rock and tumble like reeds in a storm."

COUNCIL TO PASS ON BID TO-NIGHT

Only One Offer for Electric Equipment to Be Considered by Lower Branch.

MANY LOOKING FOR FIGHT

Not Known, However, What Form Protest of Manufacturers May Take.

What form of protest, if any, other electric companies will make to the award of contract for machinery for the municipal plant to the General Electric Company is not definitely known, but the general impression is that the fight will be carried to the floor of the Council tonight and there waged vigorously.

As the situation stands there was only one bid on the revised specifications, and that bid has been unanimously recommended by the Committee on Electricity for the contract. Four bidders who took part in a former competition, one of whom, the Westinghouse Electric and Manufacturing Company, was about \$8,000 lower than the offer of the General Electric Company, to whom the committee recommended the award before, and a second time attempted to secure its adoption, notwithstanding the veto of the Mayor, instead of filing bids in the second competition, filed in the bid box letters of protest, charging that the revised specifications were made against them in favor of one company, whose standards of measurement had been specified, and that as they were manufacturers and not sales agents, they could only bid on their own makes of machinery.

Adopted One Company's Standards. The charges of discrimination were denied by Engineer Trafford, who claimed that at least one of the protestants, the Westinghouse Company, could make up the machinery, and had, in fact, made machinery of this type and speed. Manager Seabrook replied for that company that this had been done years ago, before the shops had been standardized and regular standards of measurement and speed adopted, from which it would not be profitable to depart to single order, making the direct charge that in such instance where standards and speed requirements had been given in the revised specifications, they had been of the style adopted by the General Electric Company in standardizing its shops, in no wise different from any other electric manufacturing company being allowed.

Cross-questioning by several committeemen failed to shake the engineers, representatives of the four companies each in turn making the charge of favoritism against Engineer Trafford, who drew and revised the specifications.

The General Electric Company, which made the only offer, renewed its old figure—\$98,592—which in the former competition was \$8,000 higher than the bid of another company. This statement was made in the committee that certain requirements and attachments had been added in the new specifications, but the bid remained the same, except for an optional allowance should the company be permitted to use second-hand lamps now used for street lighting by the Virginia Railway and Power Company.

Charges Not Yet Sifted. The committee merely passed the problem on to the Council. It made no effort to sift the charges made by the electric manufacturing companies, nor did it endeavor to ascertain whether these four companies had entered into collusion to discredit the city and its representatives, because of possible bad feeling over the former competition. Councilmen seen last night expressed a doubt as to the wisdom of awarding the contract until there had been an inquiry into the charges brought by the four companies; the possibility of collusion between these companies to the city's discredit, and as to the fairness of the price offered in the single bid. The suggestion has been made as to the wisdom of using a consulting engineer of unquestioned ability and standing to inquire into the charges and to inform the Council whether there has been discrimination in preparing the specifications, or whether there was any sufficient reason why other electric manufacturing companies could not have entered into the competition and made bids for the work in good faith.

Each stands for certain principles which the other does not endorse, and each has thoroughly canvassed the State from the seaboard to beyond the mountains. On the very eve of battle there is no one found who can accurately forecast the result. Clashes and counter-clashes are made, but not with the same measure of confidence that has been witnessed in recent contests. For example, four years ago it was generally understood far in advance that the day of voting that Martin had decided to stand for reelection in the senatorial struggle, and that Swanson would be an easy winner for the governorship over his two competitors, who were Judge Mann and Captain Joseph E. Willard.

Although interest is shown here and there in other contests, it should be stated in all fairness that the fight for the governorship is overshadowing all others. Both the candidates are men of prominence. Each has warm supporters in nearly every county and city. Each has seen much of public life.

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PICK YOUR NEXT GOVERNOR HERE



WILLIAM HODGES MANN.

CANDIDATES ENTER LAST LAP OF HEART-BREAKING STRUGGLE

Primary on Thursday Ends Bitter Contest for Democratic Nomination.

RACE CLOSE TOWARD FINISH

Mann and Tucker Each Claim Victory—Governorship Fight Overshadows All Others.

BY C. A. BOYCE.

With their estimates of strength in the State over 25,000 votes apart, Judge William Hodges Mann and Hon. Harry St. George Tucker are training for the final heat in the bitter gubernatorial struggle ever waged in Virginia between men of the same party. As the end of the contest approaches old, gray-haired politicians are shaking their heads, declaring that the controversy is an exceptionally doubtful one, with indications that the winner, whoever he may be, will not have as many as 5,000 majority when the votes are counted next Thursday night.

The primary will be held under the general supervision of the Democratic State Central Committee, though the local county and city committees will be in direct charge. Perhaps 25 per cent of the candidates for the House of Delegates have been placed in nomination in the various districts. The others will be named Thursday. The ticket will therefore be a long one.

A Long Ballot. There are four contests for State positions, which will mean eight names to start with. In those counties and cities where nominations for the House have not already been made, this number will be materially augmented, which will, of course, mean that the contest will be slow and tedious. At all the precincts of the State the polls will open at sunrise and be kept open until sunset. The voting places have been selected by the local committees, and all judges and clerks have been possible to give a full list of the nominees for the State offices shortly after midnight on Thursday, the exact majorities will not be known for several days thereafter. All the candidates are active, and are apparently happy that the night of agony is nearly over.

Where Interest Centres. Although interest is shown here and there in other contests, it should be stated in all fairness that the fight for the governorship is overshadowing all others. Both the candidates are men of prominence. Each has warm supporters in nearly every county and city. Each has seen much of public life.

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legitimate purposes, under the provisions of the Barksdale pure election law, which forbids the use of money in elections in order to influence voters. Tons of literature have gone out from the headquarters of the two aspirants at Murphy's Hotel since the campaign opened in February, and if any qualified voter has not been written to, he has been inadvertently overlooked. All this, as well as traveling over the State, costs money, and it is the opinion of many that the expense account of each candidate will have to be written with at least five figures. It would not be at all surprising should each run far over \$10,000.

How Names Will Appear. Here is the order in which the names will appear on the State ticket:

For Governor.
W. H. Mann, of Stafford.
H. St. George Tucker, of Rockbridge.
For Lieutenant-Governor.
James H. Catton, of Alexandria city.
J. Taylor Elyson, of Richmond city.
For Attorney-General.
Robert Catlett, of Rockbridge.
Samuel W. Williams, of Wythe.
For Commissioner of Agriculture.
J. Thompson Brown, of Bedford.
George W. Kolner, of Augusta.

The following State officers have no opposition for renomination, and for this reason their names will not be printed on the ticket.
Secretary of the Commonwealth, D. Q. Eggleston, of Charlotte; Treasurer, A. W. Harman, Jr., of Rockbridge, and Superintendent of Public Instruction Joseph D. Eggleston, Jr., of Prince Edward.

The local events prior to the primary will be the meeting at Corcoran Hall to-night under the auspices of the East End Citizens' Association, at which only candidates for the House will speak; and two Tucker rallies to-morrow night—the first at Corcoran Hall at 8:15 o'clock, and the other at Balvidere Hall at 7:15. Both of these meetings will be addressed by Mr. Tucker.

Tucker and Mann will put in the last three days of the fight on the stump, and will make on an average of two speeches a day. All the other candidates are more or less active, but the very bitterness of the gubernatorial contest has made this by far the most interesting feature of a campaign which will go down in history as one of the most remarkable waged in the State since the days of Readjusterism.

FROM ALASKA FOR HIS BRIDE

Note in Tobacco Package Brings Charles Worthingham from Skagway to Richmond.

Indications point to an early marriage as the climax of a romantic episode begun in a Richmond tobacco factory, continued in an Alaska mining camp and now probably to be consummated in a church ceremony when a minister of Richmond pronounces them man and wife. Some months ago Mrs. Corinne Raleigh, a packer in one of the great Richmond factories, to relieve the tedium of the moment, wrote a note: "I am very lonely, aren't you?" and inclosed it with her name and address in a package of smoking tobacco. In due course of time, though she had almost forgotten the message, an answer came, signed by Charles E. Worthingham, saying: "I am lonely," said Charles E. Worthingham, of Alaska, at the Stratford Hotel yesterday. Mr. Worthingham said the package was purchased at his home town, Skagway, last spring, and contained a small piece of paper, on which was written: "I am very lonely, aren't you?" Mrs. Corinne Raleigh, Richmond, Va. A subsequent correspondence and exchange of photographs brought about an engagement of marriage and his present journey. She's pretty, twenty-five, and a widow, Mr. Worthingham concluded.

RAIN BRINGS ITS WELCOME RELIEF

Drought Broken and Sweltering City Folk Are Refreshed by Showers.

Didn't that rain look good yesterday? Democrats and Republicans may differ as to whether the tariff was really revised downward, but all will cheerfully agree that the weather underwent that very process yesterday. The sound of that rain last night was indeed a welcome melody to those who might after night have tossed and shifted, wondering if the heat would ever go away. It was a mighty good night to sleep; indeed, it was such a good chance to make up for lost sleep that most of those who live through six days of the week and barely endure through the seventh, slept until that (cooler) joy, the Sunday dinner bell, rang. Consequently, the streets were nearly deserted all day, and people were happy just to feel the coolness of the day, unwilling to tempt a kind Providence by stirring around too much.

Nor was it a blessing limited to the "proletariat" of the city. All over the Old Dominion it was welcome, thrice welcome. Crops that were taking on a funeral aspect were revived, though in some cases it may have been too late an assistance. Reports have come in that the corn crop in some parts of the State is beyond the help of anything, and is ready doomed to failure. However, the rain was a great blessing, and the prayer goes forth that it may be reasonably repeated.

Now that the rain has come at last we may expect a season of general rejoicing ranging from the primaries to the election. The rain was a welcome, almost here, and after them, a welcome success from politics. The torrid weather is on the wane, and for that alone the people in this section ought to entertain a feeling of gladness and thankfulness for that which White House Mary, the colored Virginia cook, would feel now that her star boarder, Mr. Taft, is departing with the tariff bill in his pocket.

Here's to you, Mr. Weather Man! Happy days, and keep them up!

FUNERAL PARTY STUCK IN MUD

Services in Fairmount Church Delayed While Ropes Haul Carriages from Mire.

Stuck more than hub deep in a mud-hole on Carrington Street, in Fairmount, one of the carriages of a funeral cortege delayed arrival at the church for an hour yesterday afternoon, and it was not gotten from its position until after an extra team of horses and numerous ropes had been used to effect its rescue.

The hole is located near Twenty-fifth and Carrington Streets. Horses and carriage got into it, and though the driver used whip and voice, he was unable to urge his team forward. They were hopelessly stuck, and nothing remained for him to do but to get down, unblock them and lead them out of the hole. Then ropes and blocks had to be sent for. The same team and another were hitched on to the ropes, and the carriage was finally drawn out.

At the church people awaited the arrival of the hearse and carriages, wondering what had caused the delay. They were forced to wait an hour before the funeral party came into sight. The hole had been washed out by the heavy rains of yesterday afternoon, and the place became so bad that the police roped it off to prevent accident. Two blocks from Twenty-first to Twenty-third Streets, were fenced off from traffic, and another hole at Twenty-fifth Street and Fairmount Avenue was also placed under the ban of the police.

The streets in Fairmount are being graded, and pending completion of the work are said to be in a desperate condition.

GO AFTER DEATH WHERE WE BELONG

Not Cruel in God to Send Men to Hell, Dr. Powell Declares in Sermon.

MUST FOLLOW LIFE OF SIN

Minister Shows That Saviour Pointed Way by His Own Life and Example.

The sermon preached by Rev. E. L. Powell, D. D., at the Seventh Street Christian Church yesterday morning was an unusually interesting discourse on the subject, "Is There Heaven?" His text was from the Gospel of John, in which the Master says, "I go to prepare a place for you." The minister said there are certain texts that fill the longings of the human soul and this is one of them.

"If there is no heaven," he said, "some one should invent one. Is heaven a dream or a reality? If there is a soul, and it is immortal, then there is a heaven. Heaven is the inevitable outcome of a life of righteousness, just as hell is the inevitable outcome of a life of sin. Our conception of heaven is a spiritual one, it being folly to talk of a material hell or heaven. The soul, being a spirit, cannot burn, nevertheless it has its punishments as well as its blessings. Man goes where he is best fitted.

Go Where He Belongs. "It is no cruelty in God to send a man to hell, or mercy in sending him to heaven—he goes where he belongs. It remains with man to determine where he shall go. Is heaven a place? Yes, but I do not know that it is going to be a place purified by fire. It is a place for which I have determined here. It is a city, where there will be no funeral processions, but one of blessedness, peace and joy. How far the surroundings may be material. I do not know, but there will be friendship dependent upon spiritual similarity. There will be no pain or tears there. They are for this world, pain being the deep undertone of this life. Heaven is the place where the temporal passes away and the permanent arrives. The directions to reach heaven are: Turn to the right, and go right ahead." Jesus says, "I am the Way, the Truth, the Life." Next Sunday Dr. Powell will preach on the subject, "Is There a Hell?"

MILLARD F. COX RETURNS TO LOCOMOTIVE WORKS

Millard F. Cox, who has been general manager of the Richmond Iron Works for the past seven years, has tendered his resignation, and the company to accept a position with the American Locomotive Company. Mr. Cox will spend some time at the Schenectady works, familiarizing himself with methods and systems there, and will probably be detailed to the Richmond Locomotive Works for many years as chief draftsman, and also with the Brooklyn Locomotive Works at Dunkirk, N. Y., before these companies were consolidated. He is a mechanical engineer of experience and ability.

POLICE RAID TWO BLIND TIGERS

Negro Sunday Resorts Fall Easy Prey to Blue-Coated Officers.

Lucinda Davis and "Cattle" Price, colored, are never far removed from trouble, and their cauldron of bad luck seems ever to be running over. Yesterday they again fell into the hands of the police on a charge of using the house at 213 North Seventeenth Street as an illegal Sunday resort, and Lucinda was charged on another warrant with dispensing liquors in the same establishment, without license and in violation of the Sabbath laws.

Lucinda has had several close calls. The last time she bucked the police it was on a charge of selling cocaine. She escaped that, however, as she has escaped other charges.

The police from the outside heard the sound of mirth and revel, and there were strange whiffs of odorous beer and old corn floating in the air. They picked up their ears, scented the breeze, and decided that it was time for them to show their hands. In they walked, and found a house of a thousand bottles. Cattle was what they call "high monkey-monk," and Lucinda was doling out shorts with a generous hand. She shrieked in feminine alarm when she saw the glint of a brass button.

Cattle ducked for the keyhole, but the key was in, and a strong hand reached out and caught him by the scruff of his yellow neck. He wilted, and they took him in.

While Lucinda and Cattle were nursing their woe other police went out with brave heart and heavy club, and there upon one Emma Jane Edwards, who is alleged to have been engaged in dispensing ardent spirits at 309 North Seventeenth Street. And they brought back Emma Jane with them, also a demijohn and several bottles. Emma Jane was once before sentenced to spend a term in the Hotel Shockoe, but the cries of a baby saved her.

Emma Jane called on her fathers to witness that she was innocent, but she must explain it all in Police Court this morning.

Injured While in Swimming. Dr. Womack, of the city ambulance, was called yesterday to attend W. F. Warriner, of 606 South Pine Street, who dislocated his shoulder while in bathing. The shoulder was set and the patient taken home.

Steamer Goes Down. ALCONAC, MICH., August 1.—In a collision with an unknown steamer to-night, the steamer Cadillac, of Cleveland, was sunk in the channel opposite the St. Clair Flats. The crew of fifteen men are camping to-night on the boat, which lies on her side, one side out of the water. She is laden with coal and bound to Northern route.